

BookletChart™

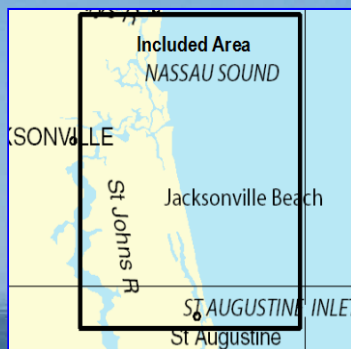
Amelia Island to St. Augustine

NOAA Chart 11488

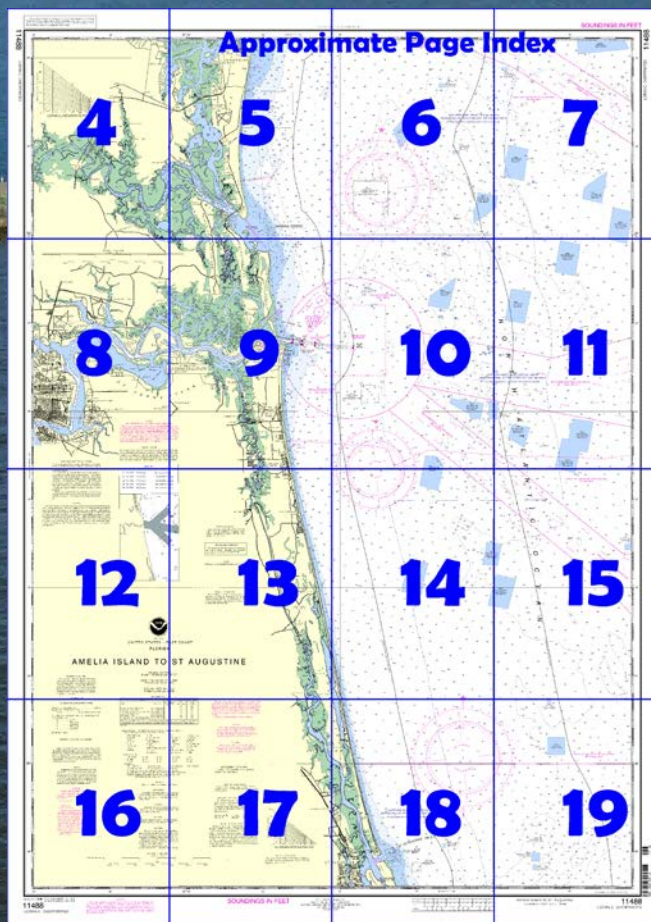


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™ ?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11488>



(Selected Excerpts from Coast Pilot)

St. Johns River, the largest in eastern Florida, is an unusual major river in that it flows from south to north over most of its length. The river is the approach to the city of Jacksonville and a number of towns near its shores. Some of these places are winter resorts while others are centers of farming districts and citrus groves. Southward of the Jacksonville bridges, commercial traffic is light. Many pleasure craft navigate this part of the river, usually going only as far as

Sanford, though small boats have navigated the river as far as Lake Washington.

Numerous fish havens are eastward of the entrance to St. Johns River; the outermost, marked by a private unlighted buoy, is about 27 miles eastward of St. Johns Light.

Along the coast from Charleston to Jacksonville, the course between the outer lighted whistle buoys is from 10 to 15 miles offshore. Vessels making for St. Johns River should guard against an inshore set that may amount to a knot or more due to the currents into the inlets.

Approaching from the southward, vessels clear Hetzel Shoal before **Caution.**—Navigators should bear in mind the prevailing northerly current in this area, which is felt until well inside the 10 - fathom curve, except with northeasterly or northerly winds.

North Atlantic Right Whales.—Approaches to the St. Johns River entrance lie within designated critical habitat for endangered North Atlantic right whales (see **50 CFR 226.203(c)**, chapter 2.) The area is a calving ground from generally November 15 through April 15. It is illegal to approach right whales closer than 500 yards. (See **50 CFR 224.103(c)**, chapter 2 for limits, regulations, and exceptions.) **Recommended two-way Whale Avoidance Routes** have been established in the approach to the St. Johns River entrance to reduce the likelihood of ship strikes of endangered North Atlantic right whales. All vessels are encouraged to use recommended routes when traveling into or out of the port of Jacksonville. (See **North Atlantic right whales**, indexed as such, chapter 3 for more information on right whales and recommended measures to avoid collisions.)

All vessels 65 feet or greater in length overall (L.O.A.) and subject to the jurisdiction of the United States are restricted to speeds of 10 knots or less in the Southeastern United States Seasonal Management Area between November 15 and April 15. The area is defined as the waters bounded to the north by 31°27'N., to the south by 29°45'N., and to the east by 80°51.6'W. (See **50 CFR 224.105** in chapter 2 for regulations, limitations, and exceptions.)

Communications and areas of concern.—The entrance channel between the jetties is marked by St. Johns Bar Cut Range. Currents which often set across the ends of the jetties are discussed under Tides and Currents in this chapter. Vessels arriving at the bar should give a Security call on VHF-FM channel 13, 30 minutes before entering the jetties. So as not to delay river traffic, low-powered or poor handling vessels intending to enter the river should be prepared to delay up to 45 minutes, if necessary, to allow other vessels to clear outbound or to allow full-powered and more maneuverable vessels to precede them through the jetties. Entry into the St. Johns River through the jetties must be with careful regard to wake and speed in consideration of persons fishing off the jetties and adjacent shoreline.

Areas of particular concern.—Four areas in the St. Johns River are considered to be particularly troublesome. These areas are listed in order of ascension when proceeding from sea. Vessels should make every effort to avoid meeting at these areas, and should give Security calls on VHF-FM channel 13 (165.65 MHz) 15 minutes prior to arriving at any one of these areas. The vessel with the fair current should initiate a proposal for meeting or passing and the vessel stemming the current should hold as necessary. Any departure from this procedure should be agreed to by both vessels in a timely manner

U.S. Coast Guard Rescue Coordination Center **24 hour Regional Contact for Emergencies**

RCC Miami	Commander	
	7th CG District	(305) 415-6800
	Miami, FL	

Table of Selected Chart Notes

HEIGHTS

Heights in feet above Mean High Water.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE B

Area is open to unrestricted surface navigation but all vessel are cautioned neither to anchor, dredge, trawl, lay cables, bottom nor conduct any other similar type of operation because of residual danger from mines on the bottom.

Mercator Projection
Scale 1:80,000 at Lat. 30° 17'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

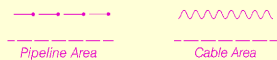
NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Jacksonville, FL KHB-39 162.550 MHz
Palatka, FL WNG-522 162.425 MHz

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.867" northward and 0.679" eastward to agree with this chart.

INTRACOASTAL WATERWAY

For the Intracoastal Waterway within the limits of this chart, use charts 11489 and 11485. The depths and channel markers are not shown hereon.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

ST. JOHNS RIVER

The project depth is 30-42 feet to Jacksonville. The depths and channel markers are not shown hereon, use chart 11491.

NOTE C

The buoys marking these fish havens are not charted.

ST AUGUSTINE INLET

The entrance channel is subject to frequent changes in depth and direction because of shifting shoals. Buoys are not charted because of frequent changes in position. Mariners are advised to seek local knowledge.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

NORTHERN RIGHT WHALE CRITICAL HABITAT
(precautionary area: 50 CFR 226.203c, 224.103c; see note A)
It is illegal to approach any right whale anywhere closer than 500 yards.

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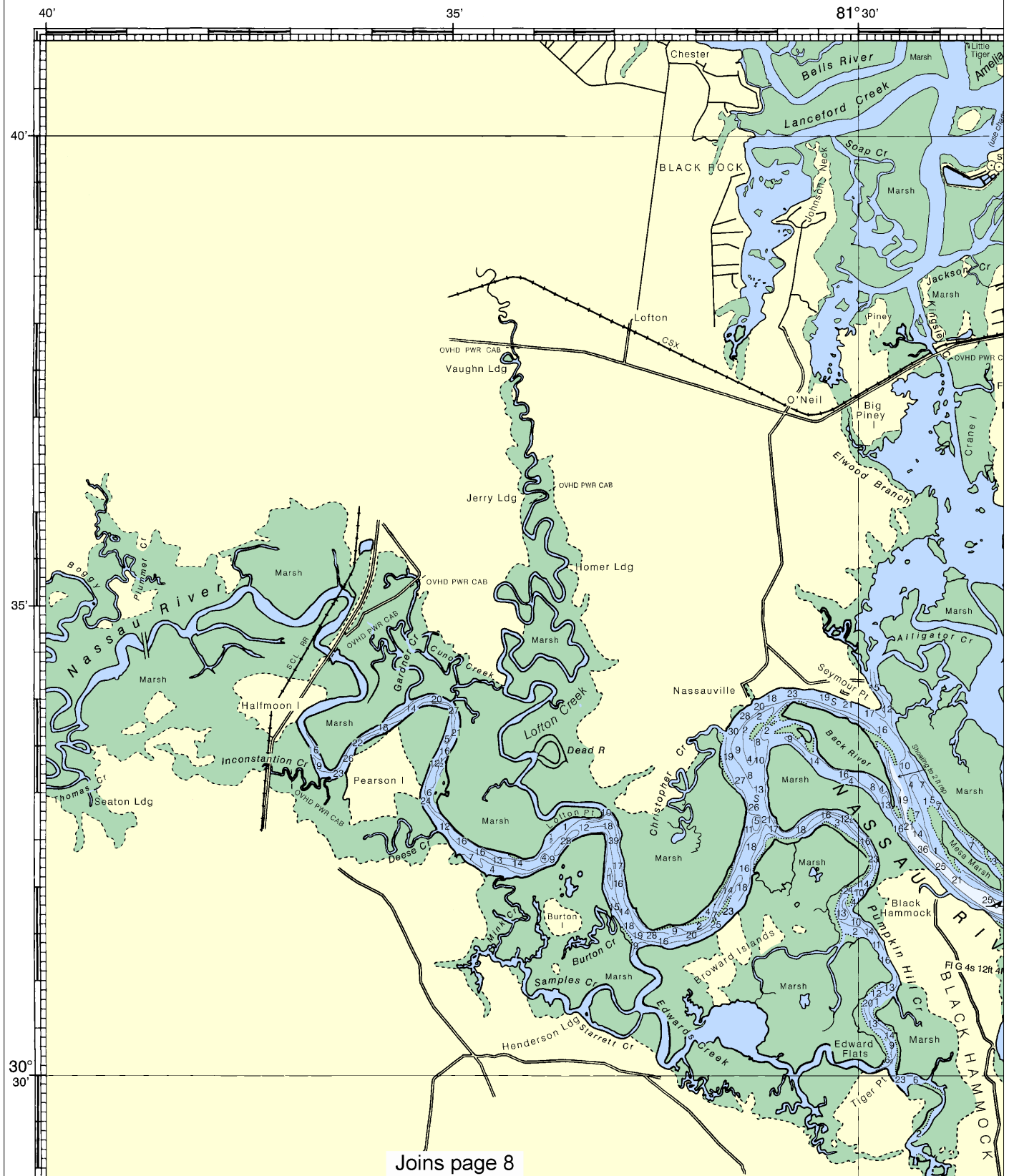
TIDAL INFORMATION

PLACE	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Fernandina Beach, Amelia River	(30°41'N/081°28'W)	6.6	6.2	0.2
Nassauville, Nassau River	(30°34'N/081°31'W)	5.2	4.9	0.2
Jacksonville, Long Branch, St. Johns River	(30°22'N/081°37'W)	2.7	2.6	0.1
Jacksonville Beach, ocean	(30°17'N/081°23'W)	5.6	5.2	0.2
Oak Landing, ICWW	(30°15'N/081°26'W)	4.4	4.2	0.2
St. Augustine, City Dock, Matanzas River	(29°54'N/081°19'W)	5.0	4.7	0.2

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Aug 2012)

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

11488

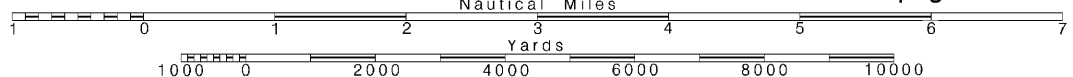


Joins page 8

Printed at reduced scale.

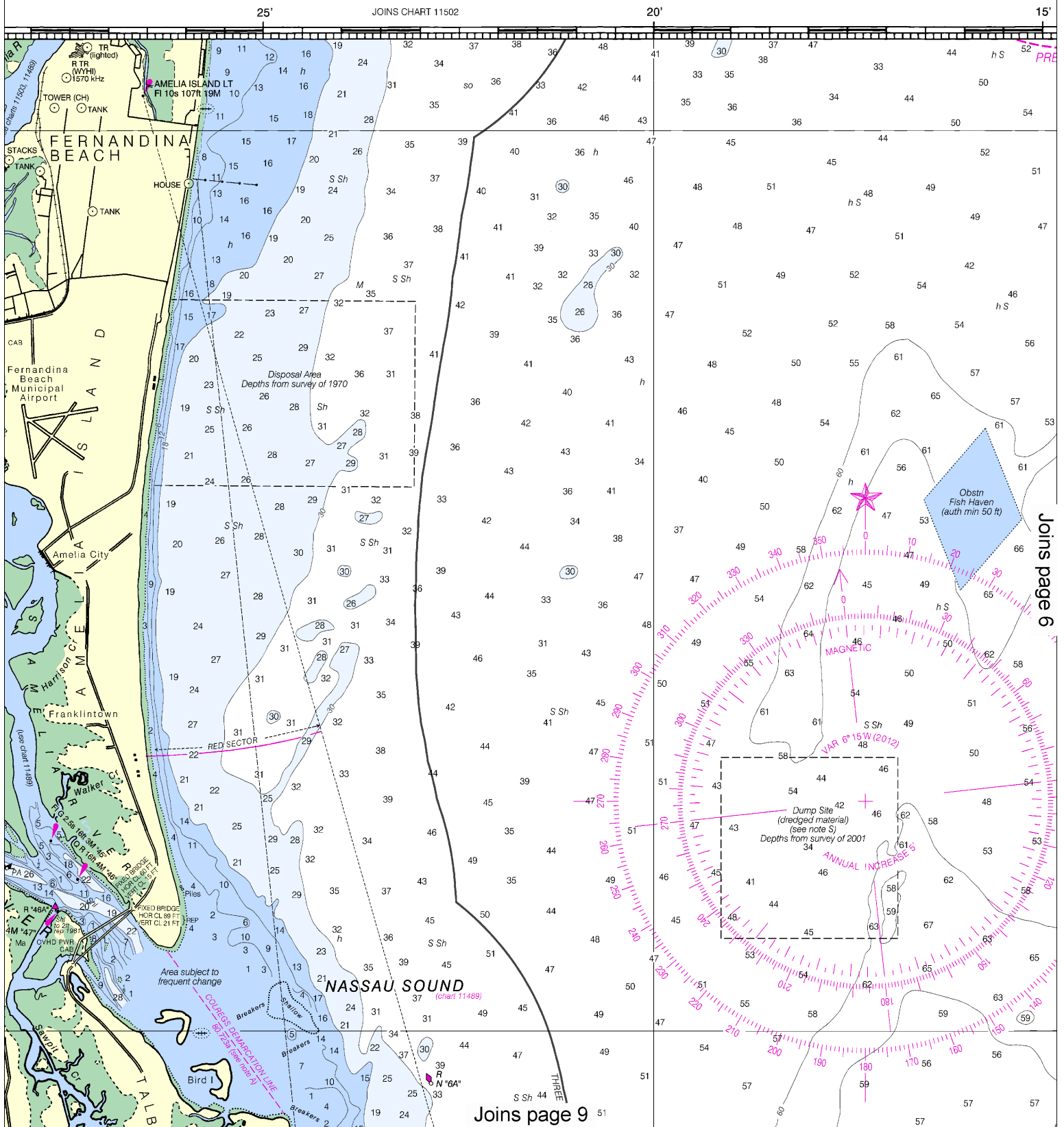
SCALE 1:80,000
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.

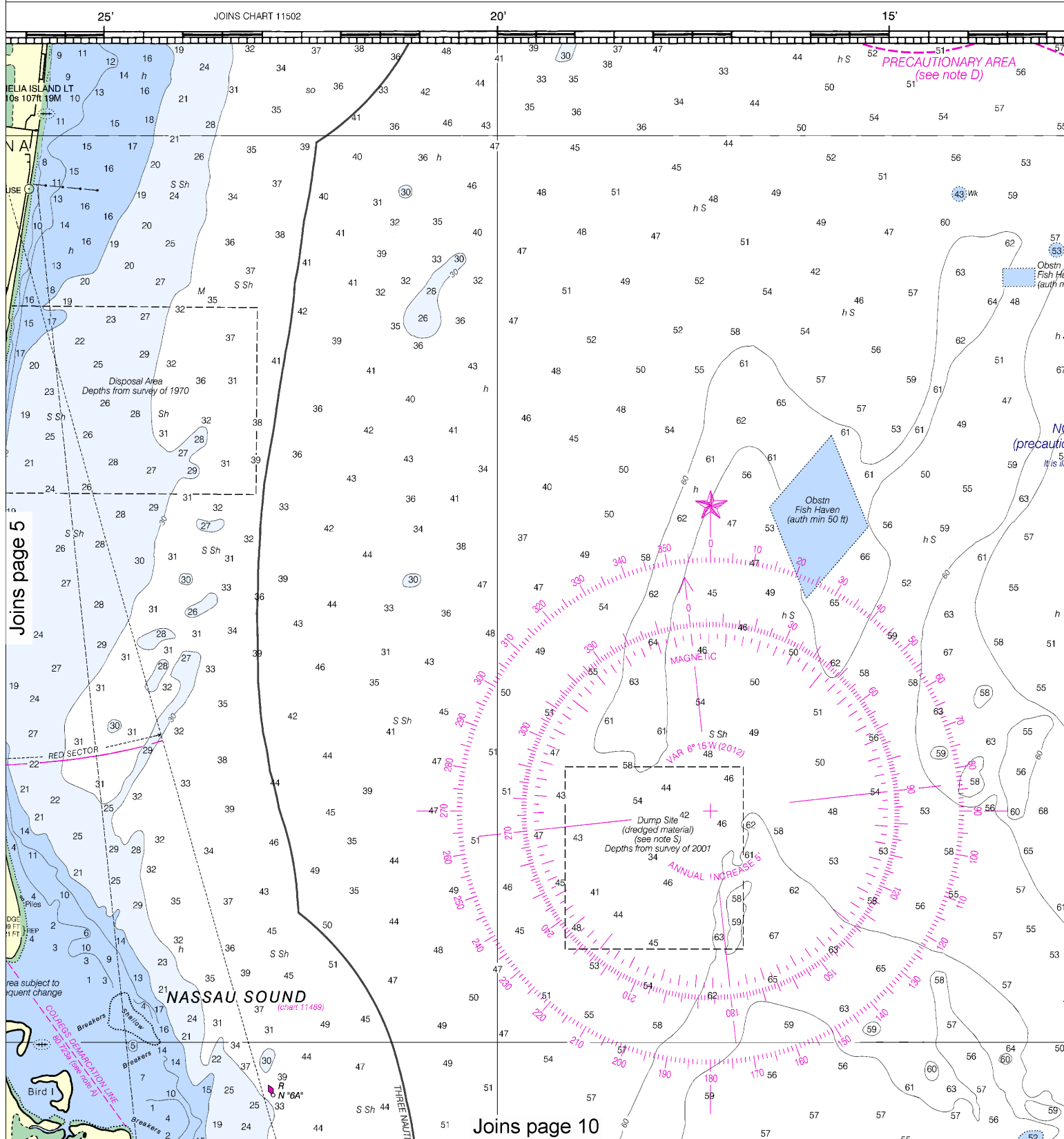
4



Joins page 9

Joins page 6

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



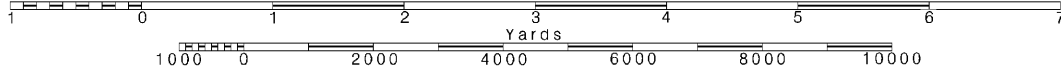
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

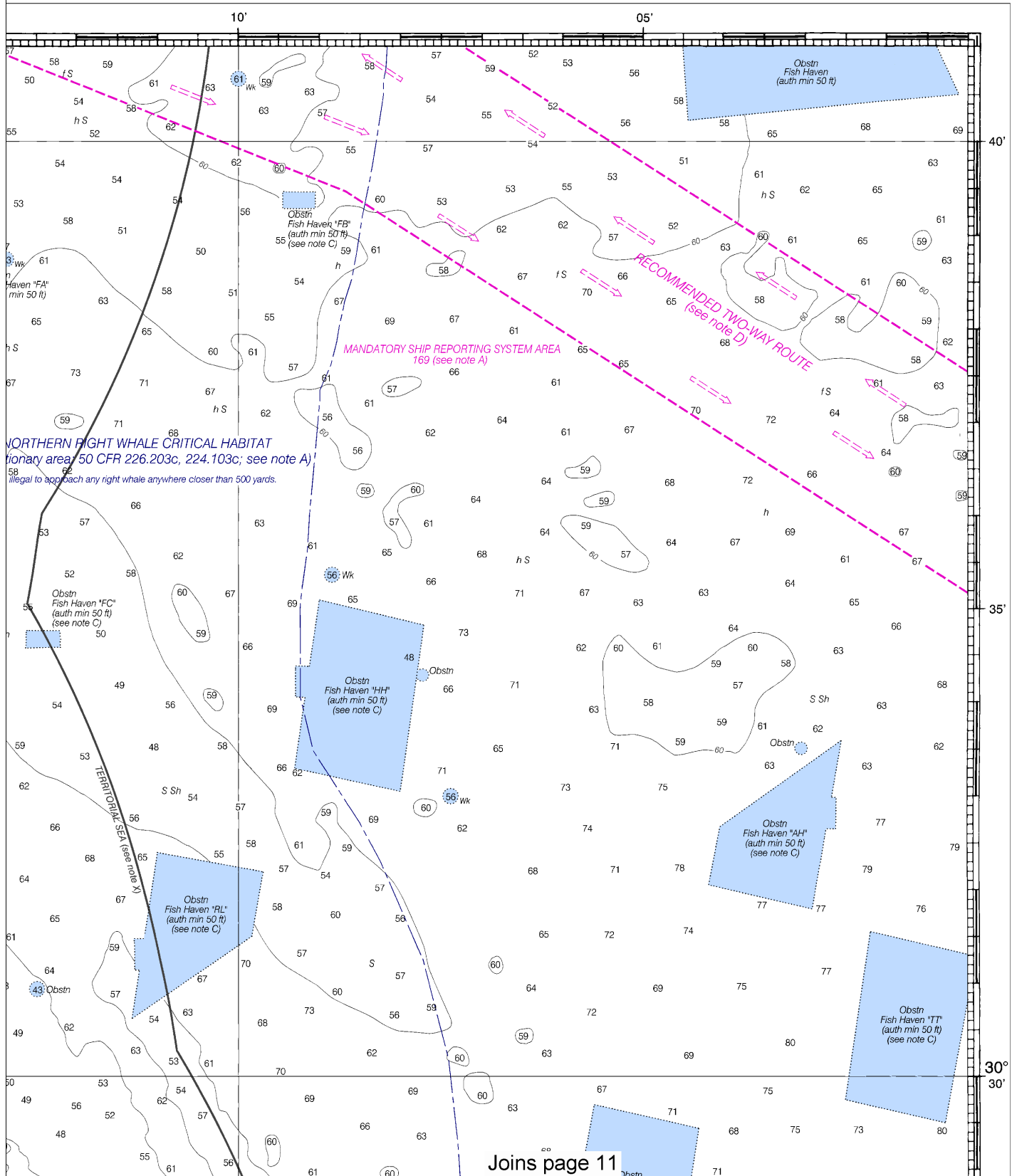
SCALE 1:80,000
Nautical Miles

See Note on page 5.



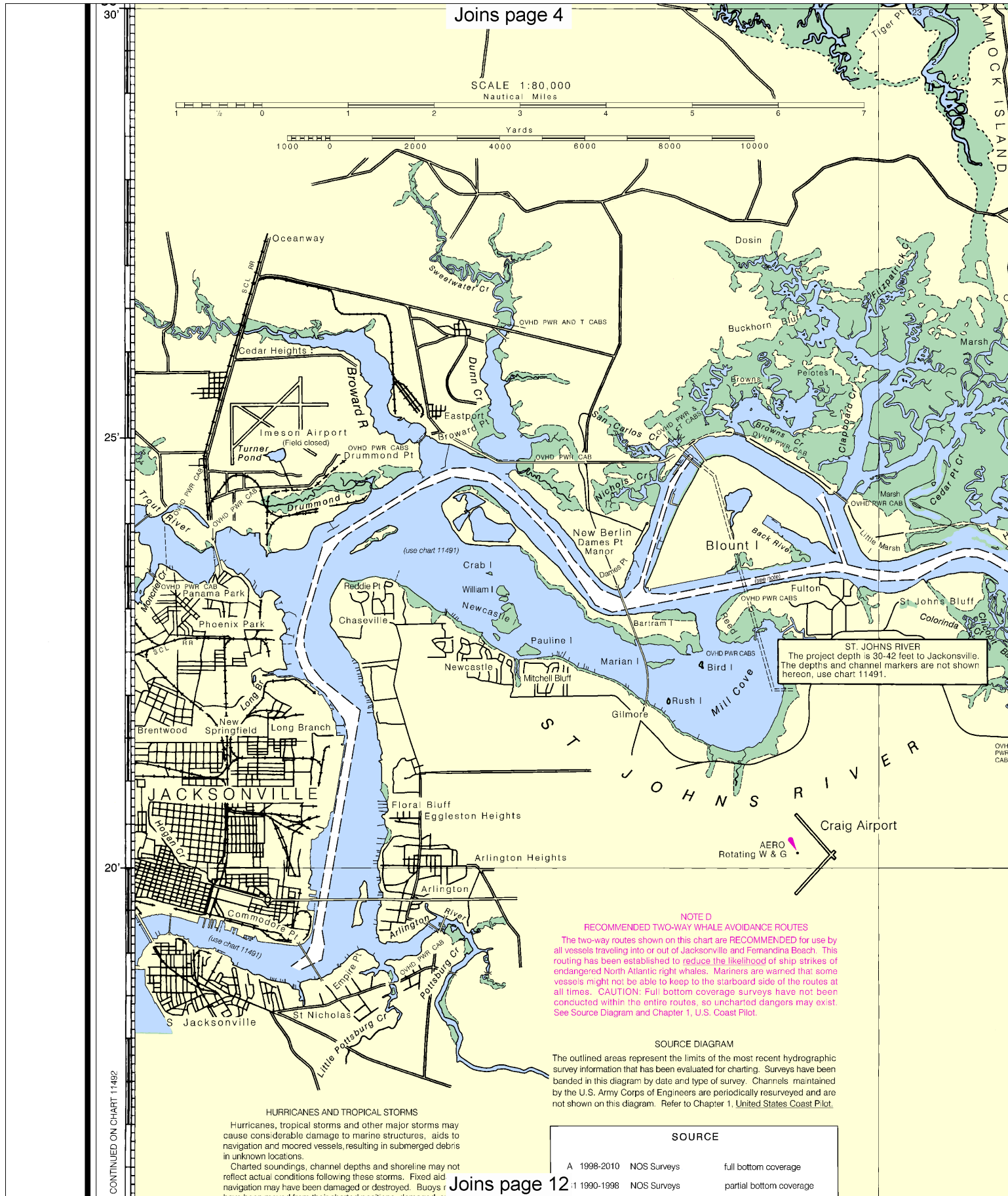
SOUNDINGS IN FEET

11488

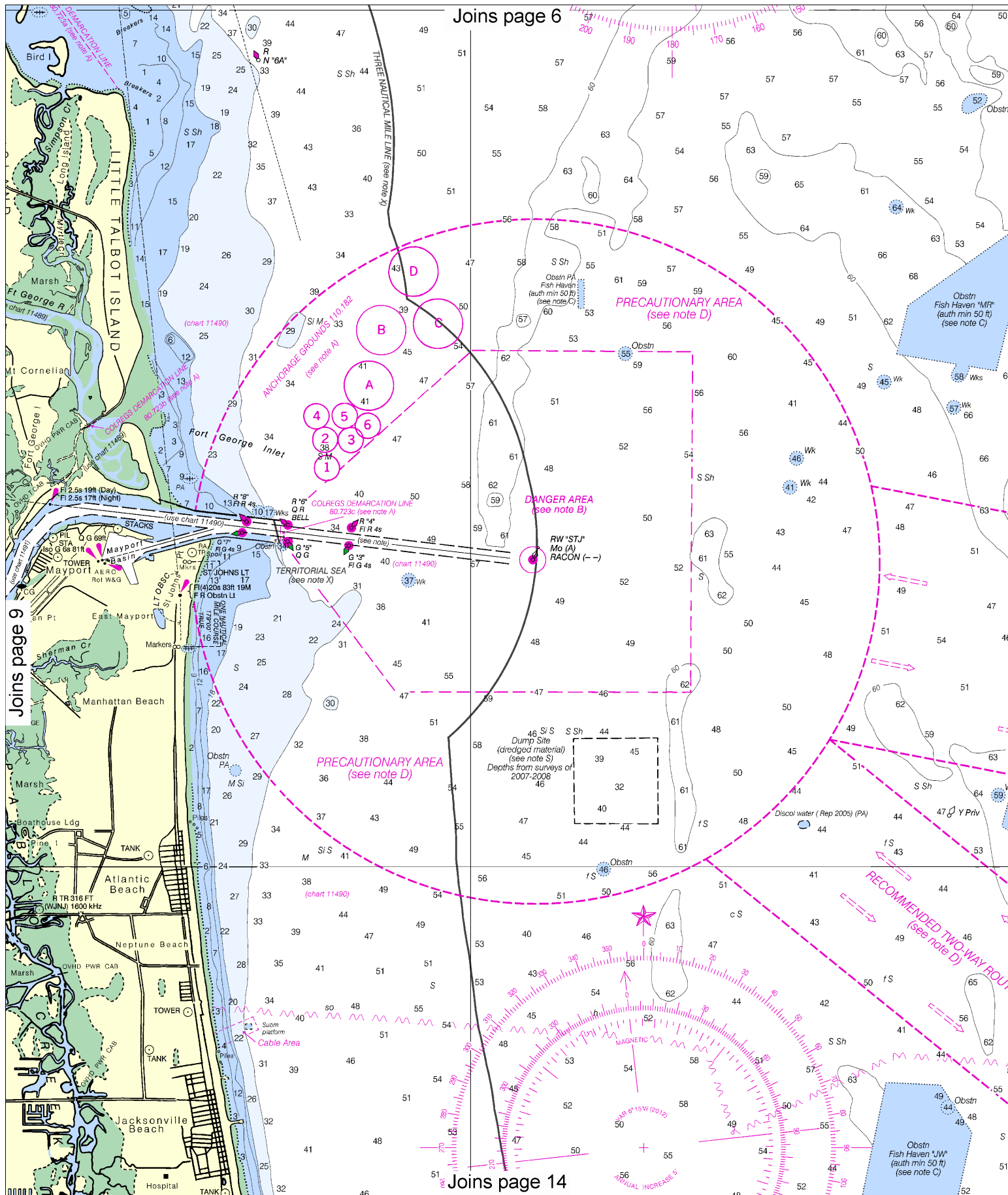


This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4612 11/13/2012,
 NGA Weekly Notice to Mariners: 4712 11/24/2012,
 Canadian Coast Guard Notice to Mariners: n/a.

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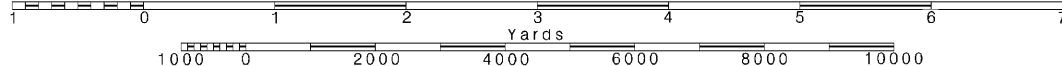
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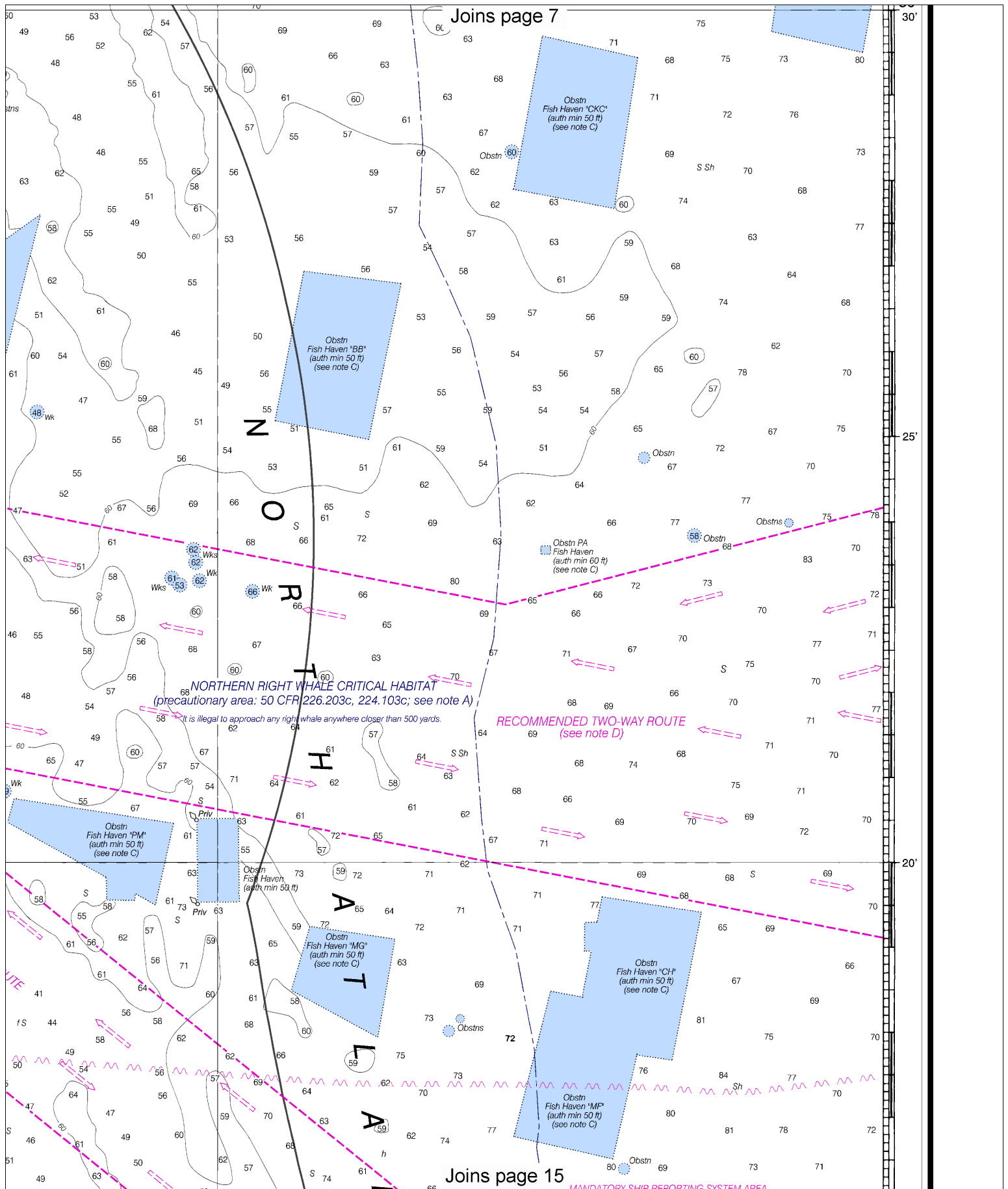
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





CONTINUED ON CHART

15'

10'

05'

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

NOTE X

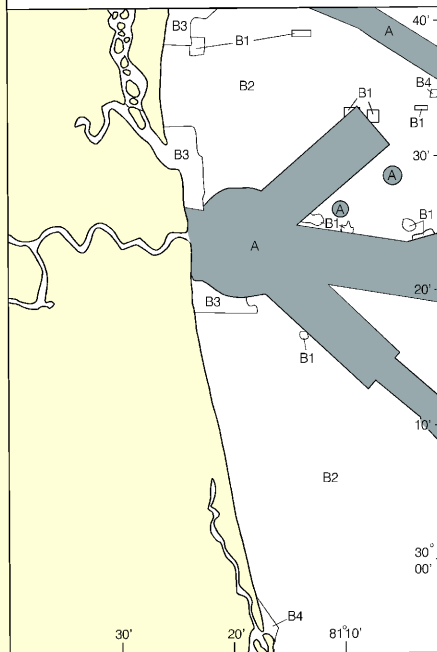
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

Joins page 8

shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A 1998-2010	NOS Surveys	full bottom coverage
B1 1990-1998	NOS Surveys	partial bottom coverage
B2 1970-1989	NOS Surveys	partial bottom coverage
B3 1940-1969	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage



Radar floating aid reflector omitted from this chart.

For the purpose of this chart, and charted soundings, the buoy is reported as 1-800-421-8000. Coast Guard is imposed.

The buoys are reported as 1-800-421-8000. Coast Guard is imposed.

Reported as 1-800-421-8000. Coast Guard is imposed.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST FLORIDA

AMELIA ISLAND TO ST AUGUSTINE

Mercator Projection
Scale 1:80,000 at Lat. 30° 17'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

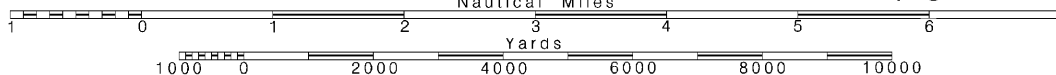
PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
Amelia Beach, Amelia River		(30°41'N/081°28'W)	feet 6.6	feet 6.2	feet 0.2
St. Augustine, Nassau River		(30°34'N/081°31'W)	feet 5.2	feet 4.9	feet 0.2

Joins page 16

Printed at reduced scale.

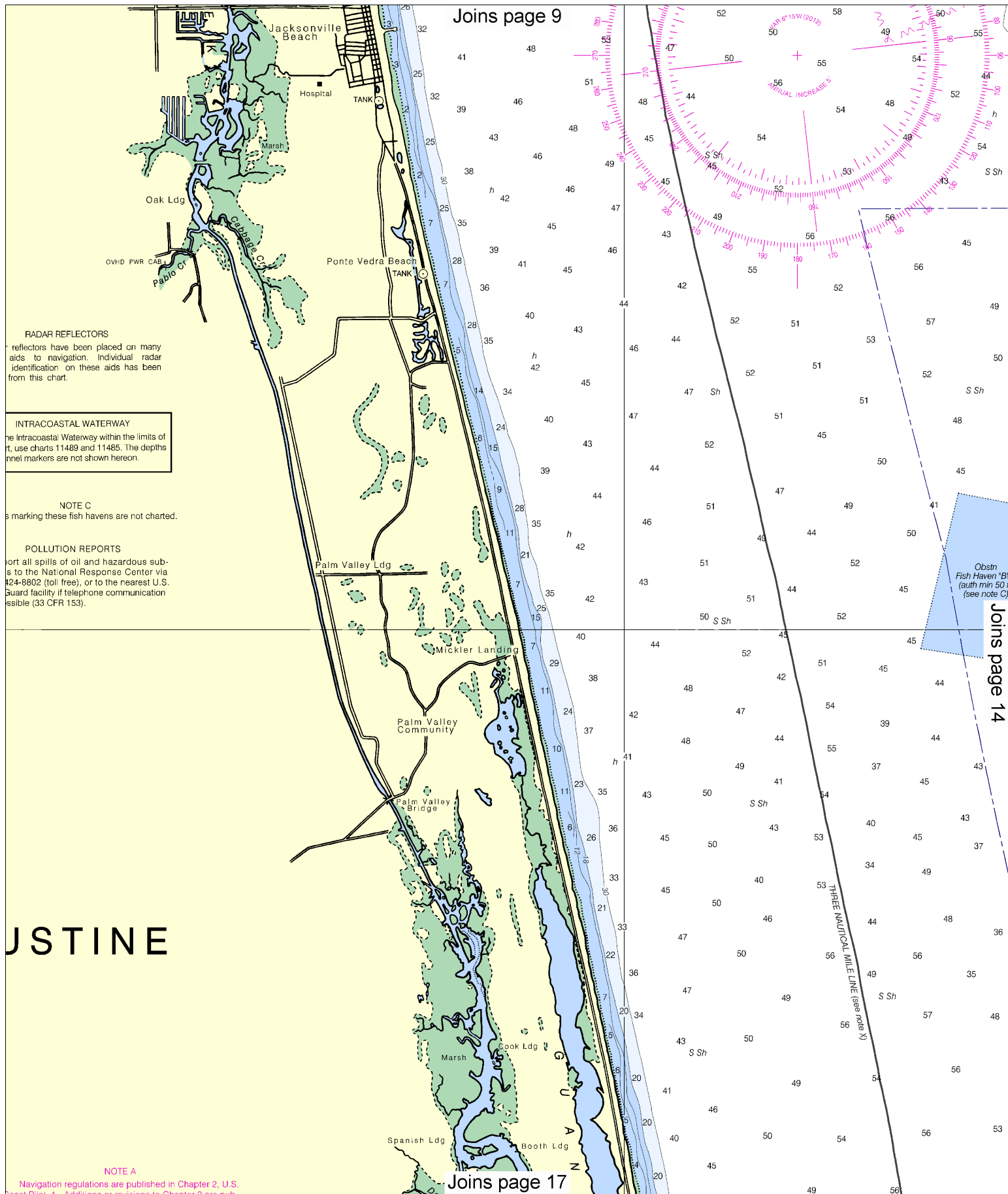
SCALE 1:80,000
Nautical Miles

See Note on page 5.



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Note: Chart grid lines are aligned with true north.



Joins page 9

Joins page 14

Joins page 17

RADAR REFLECTORS
Reflectors have been placed on many aids to navigation. Individual radar identification on these aids has been from this chart.

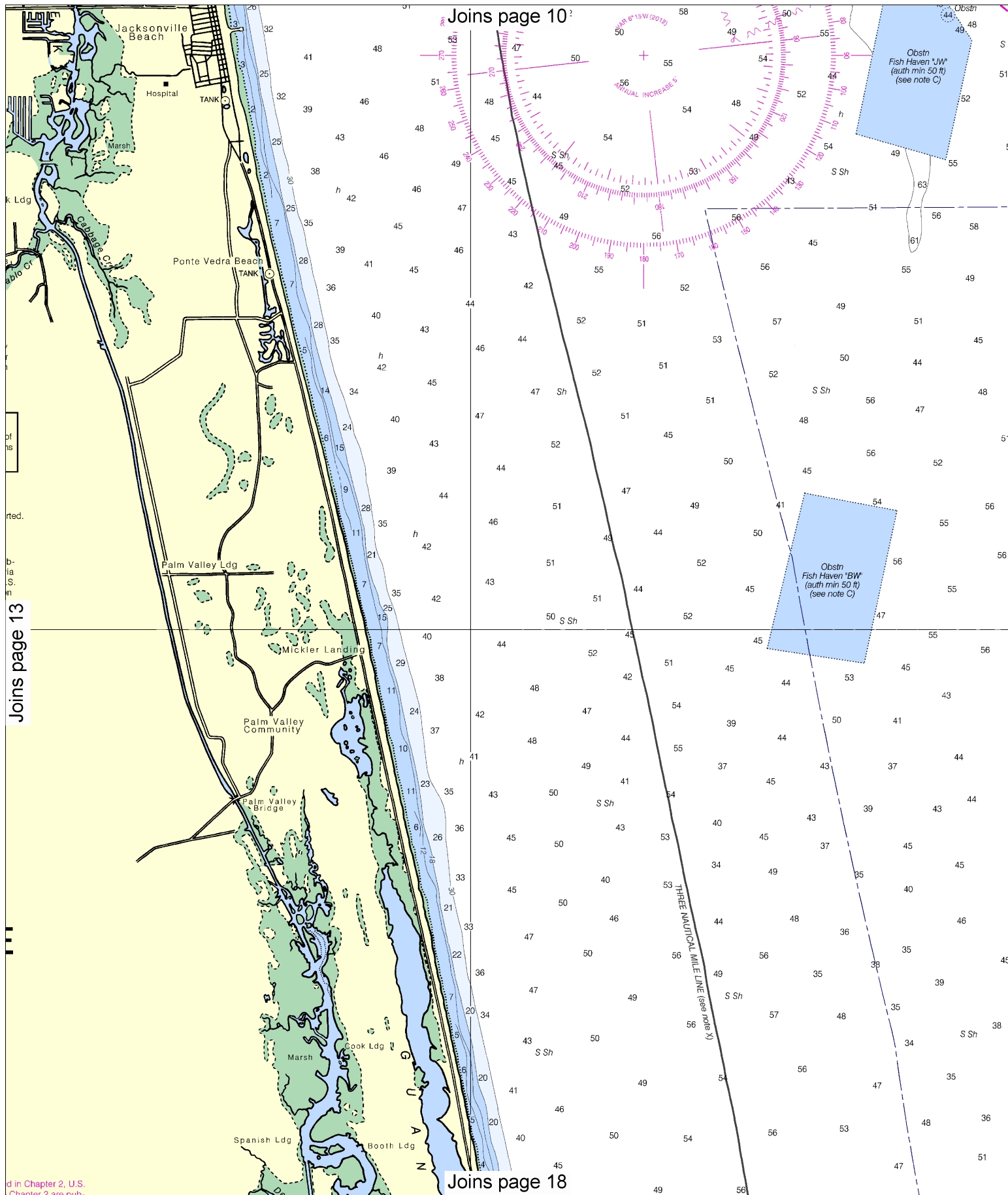
INTRACOASTAL WATERWAY
The Intracoastal Waterway within the limits of this chart, use charts 11489 and 11485. The depths and channel markers are not shown hereon.

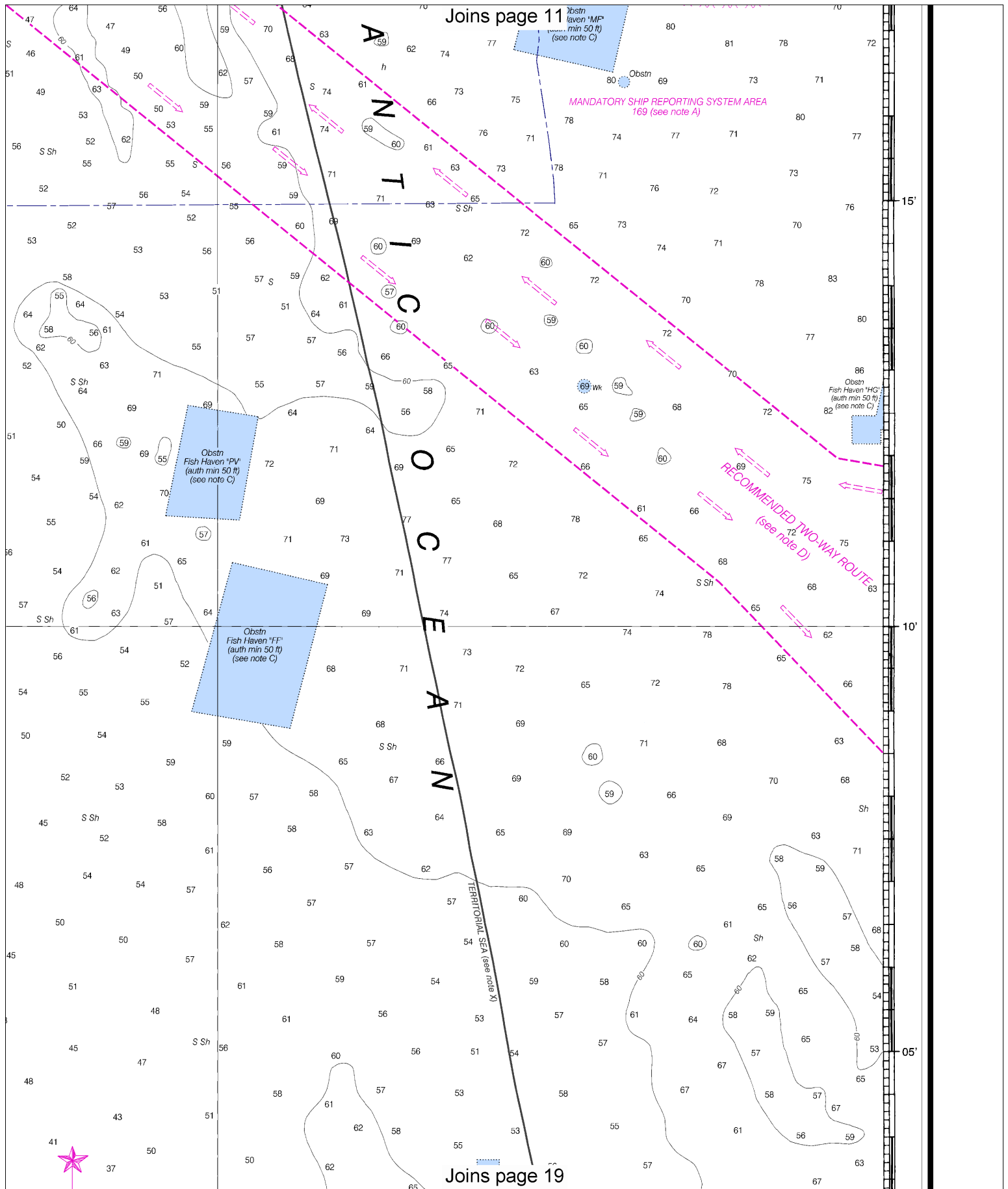
NOTE C
Marking these fish havens are not charted.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is not possible (33 CFR 153).

JUSTINE

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot. 4. Additions or revisions to Chapter 2 are published in the U.S. Coast Pilot.





Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.
(Aug 2012)

Aids to Navigation (lights are white unless otherwise indicated):

Bottom characteristics:

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
-----------------	-------------------	----------------------	----------------

ED existence doubtful PA position approximate Rep reported
 (2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
 (2) Rocks that cover and uncover, with heights in feet above datum of soundings.
 COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Heights in feet above Mean High Water.

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙ (Accurate location) ○ (Approximate location)

A horizontal number line with two scales. The top scale has markings at 1, $\frac{1}{2}$, 0, 1, 2, 3, 4, and 5. The bottom scale has markings at 1000, 0, 2000, 4000, 6000, 8000, and 10000. The word "Yards" is centered between the two scales.

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.867" northward and 0.679" eastward to agree with this chart.

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

28th Ed., Sep/ 12 ■ Corrected through NM Sep 08/12
Corrected through LNM Sep 04/12

11488

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SCALE 1:80,000
Nautical Miles

See Note on page 5.

Note: Chart grid lines are aligned with true north.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 4th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

NOTE B

Area is open to unrestricted surface navigation but all vessel are cautioned neither to anchor, dredge, trawl, lay cables, bottom nor conduct any other similar type of operation because of residual danger from mines on the bottom.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

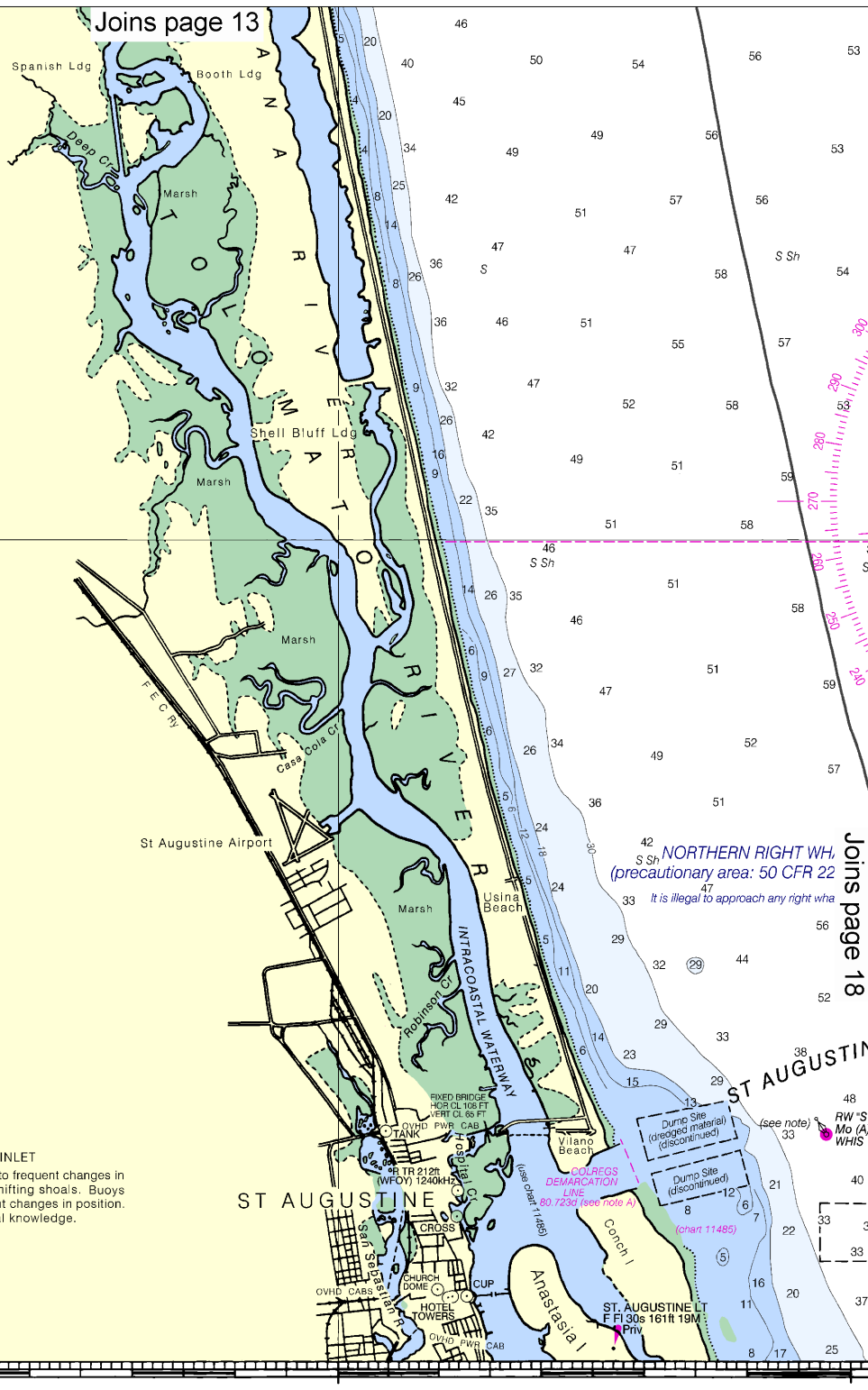
Jacksonville, FL	KHB-39	162.550 MHz
Palatka, FL	WNG-522	162.425 MHz

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and other corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your agent about Print-on-Demand charts or contact NOAA at <http://ocsddata.nod.noaa.gov/ids/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

ST AUGUSTINE INLET

The entrance channel is subject to frequent changes in depth and direction because of shifting shoals. Buoys are not charted because of frequent changes in position. Mariners are advised to seek local knowledge.

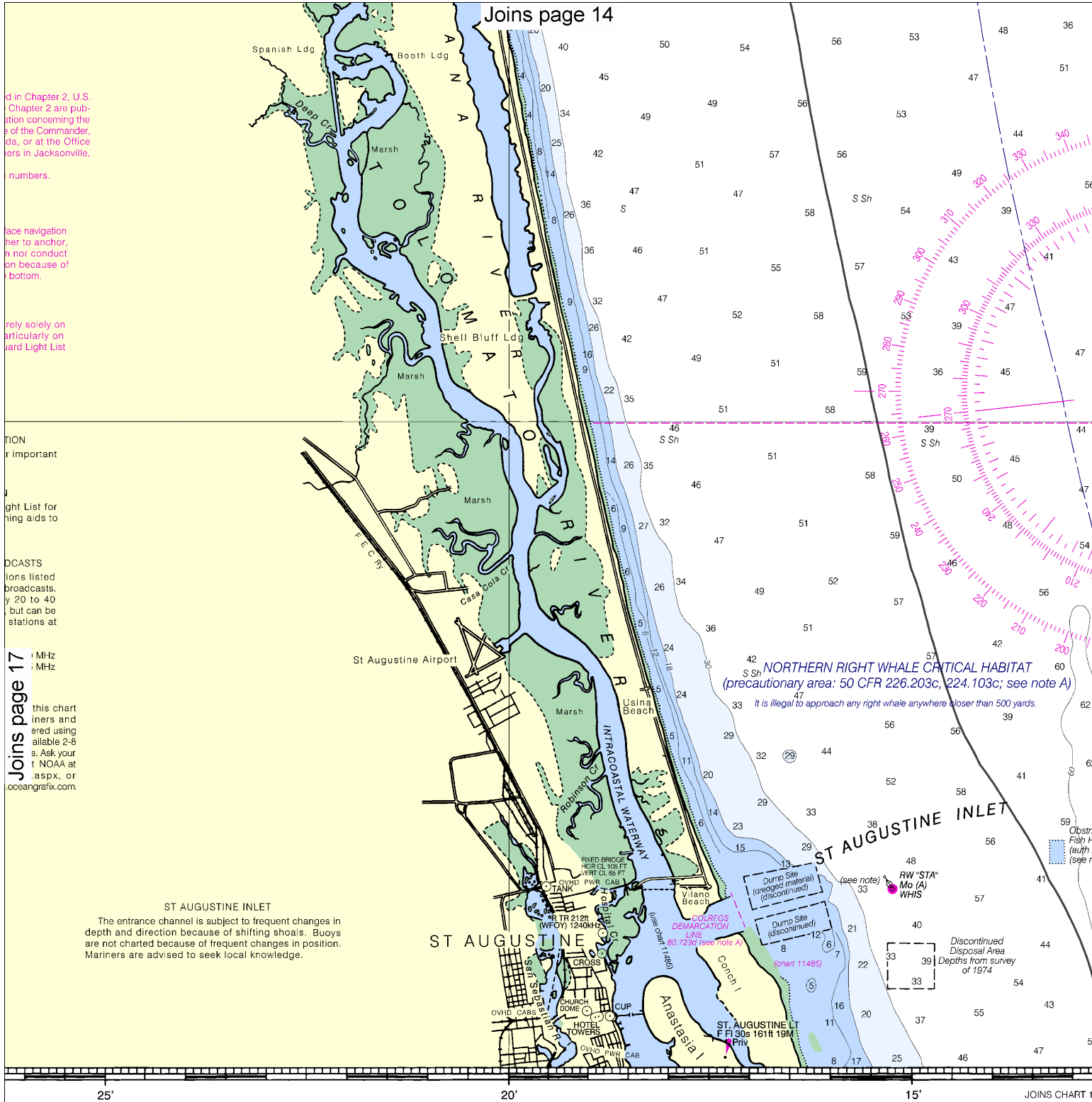


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SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS
FEET
METERS



GS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7
FEET	6	12	18	24	30	36	42
METERS	1	2	3	4	5	6	7

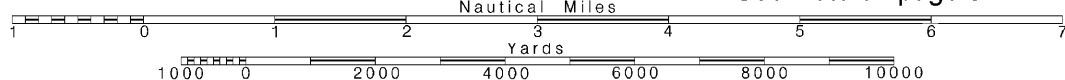
18

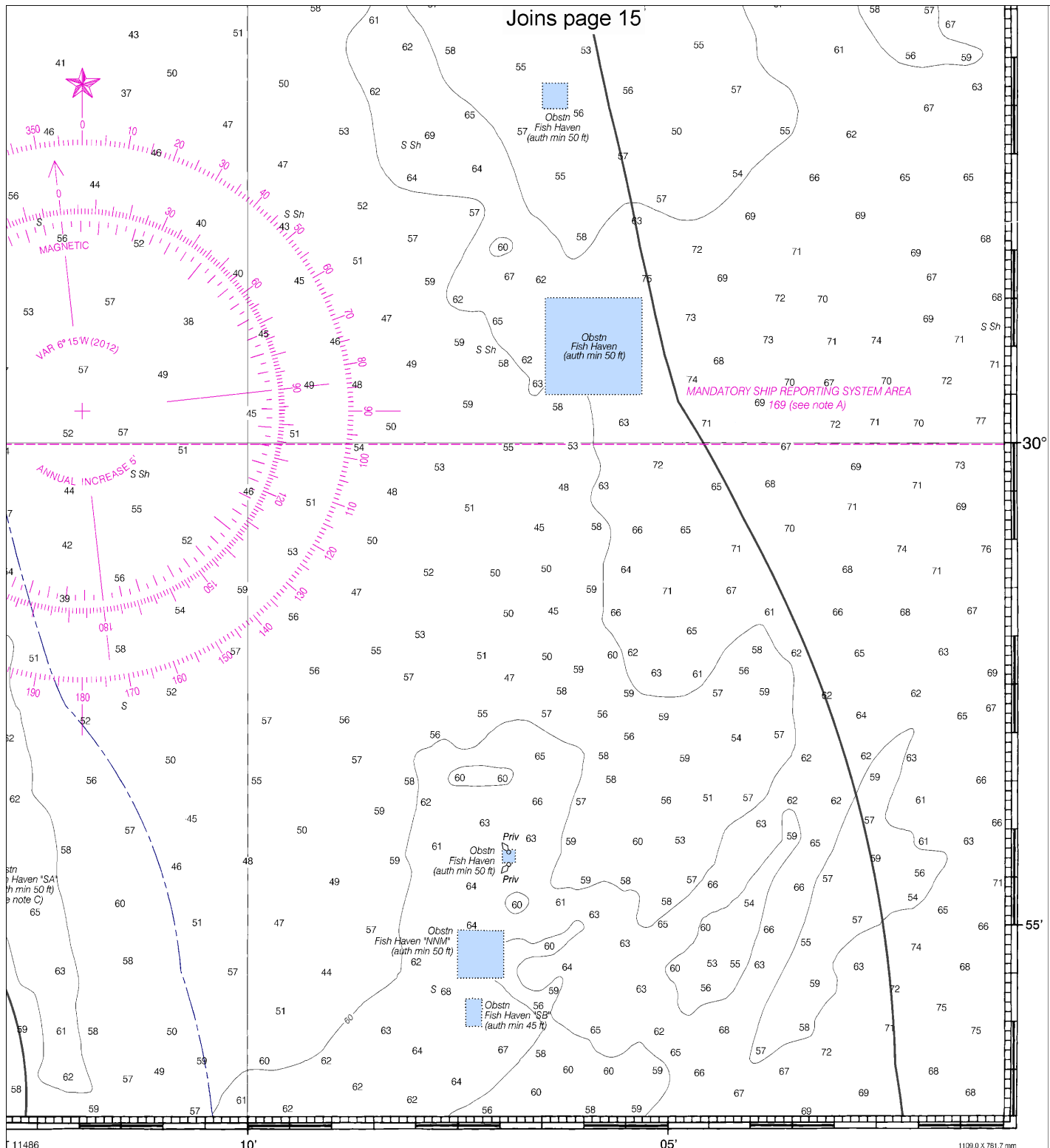
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





7	8	9	10	11	12	13	14	15	16	17
42	48	54	60	66	72	78	84	90	96	102
13	14	15	16	17	18	19	20	21	22	23
24	25	26	27	28	29	30	31			

Amelia Island to St. Augustine
SOUNDINGS IN FEET - SCALE 1:80,000

11488

ED. NO. 28

NSN 7642014010150
NGA REFERENCE NO. 11AHA11488



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



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